MILLER-At his residence, 577 East Washington street, at 6:30 p. m., Dr. E. T. Miller, aged seventy-three years. Funeral

rsday at 2 p. m. RAMEY-William L. died at his home, 555 North Illinois street, at 11 o'clock this morning. He was traveling man for Krag-Reynolds Company. Notice of funeral later. ANDERSON-Martha E., wife of Charles Anderson, at 10:20 Tuesday morning, at their residence, 28 North New Jersey street. Funeral Thursday at 2:30 p. m. Burial pri-

BURIAL NOTICE. METCALF-The funeral of Walton A., infant son of Arthur B. and the late Mabel Metcalf, will take place at 226 East Merrili street, Wednesday, June 3, at 2 p. m. Friends

FUNERAL DIRECTORS. FLANNER & BUCHANAN-172 North Illinois street. Lady embalmer, for ladies and children. Office always open. Telephone 641.

SOCIETY MEETINGS.

ATTENTION COMRADES-The Harrison Regiment of Veterans will assemble at Criminal Court room, Thursday, June 4, at 7:30 p. m. Election of officers and preparing for the campaign. By order of colonel com-manding. H. B. SNYDER, Adjutant. MASONIC-Keystone Chapter, No. 6, R. A.
M. Special meeting in Masonic Temple
this (Wednesday) afternoon at 4 o'clock, for
work in the past and M. E. M. degrees, and
continuing at 7:30 o'clock in the R. A. degree. HUGH O. M'VEY, High Priest.

JACOB W. SMITH, Secretary.

WANTED-MALE HELP. WANTED—An idea. Who can think of some simple thing to patent? Protect your ideas; they may bring you wealth. Write JOHN WEDDENBURN & CO., patent attorneys, Washington, D. C., for their \$1,800 prize offer and list of inventions wanted.

SALESMAN WANTED-If you can do untry canvasing and will write to us once we can give you a position worth per day for six months. CHARLES E. EARSON, & CO., corner Illinois street and entucky avenue, Indianapolis, Ind. WANTED-Agents in every city and town Latest, best selling novelties; frequent additions to line and special credit system insure permanent, profitable employment. Great money-maker; just out. NATIONAL NOVELTY COMPANY, Detroit, Mich.

FINANCIAL.

and list of inventions wanted.

LOANS-Money on mortgages. SAYLES, 75 East Market street. LOANS-Sums of \$500 and over.

C. E. COFFIN & CO., 90 East Market street. MONEY-To loan on Indiana farms. Low-est rates, with partial payments. Address C. N. WILLIAMS & CO., Crawfordsville,

est market rate; privileges for payment be-fore due. We also buy municipal bonds. THOS. C. DAY & CO., Rooms 325-330, third loor Lemcke Building, Indianapolis. FINANCIAL-To loan. Any amount you want in sums of \$100, \$200, \$300, \$500 to \$5,-900 on best of terms. Can pay any time after one year. Gur loans are all private money. CHAS. W. GORSUCH, 305 Indiana Trust Building.

MONEY-To loan on Indiana farms. Low-

FOR SALE. FOR SALE-A fine line of carriages, phaetons, traps, pony carts, delivery wagons and harness. Repairing a specialty. Drive in from rear until Market street is finished. G. H. SHOVER, 168 to 174 East Market

FOR SALE-Ten shares of our stock in company now organizing; payable weekly or monthly; is almost a guaranteed annuity; profits from 160,000 early Southern fruit trees. Descriptive literature mailed free. AMERICAN FRUIT COMPANY, 36 West Washington street, Indianapolis, Ind.

FOR RENT. FOR RENT-Handsome brick house, corner

Home avenue and Pennsylvania street, amediately. Inquire at 601 North Delaware. FOR RENT-At Hot Springs, Va., large stone house, with all modern improve-ments, with or without farm of 1,000 acres. pply to L. DUNN, Hot Springs, Va. FOR RENT-221 College avenue; modern house of ten rooms; first-class order; bath and furnace. Apply 110 and 112 Massachu-setts avenue. GEORGE J. HAMMEL.

NOTICE. NOTICE-Princeton College, Examinations for admission will be held in Indianapolis at the Indianapolis Academy on Thursday and Friday, June 11 and 12, beginning at 10 a. m. on Thursday. Inquiries may be ad-dressed to Mr. Edwin S. Pearl, Indianapolis FRANCIS L. PATTON, President.

BUSINESS CHANCE. BUSINESS CHANCE-\$250 invested earns \$85 weekly. Prospectus, proofs free. F. DALY, 1293 Broadway, New York.

LEGAL ADVERTISEMENTS. NOTICE TO CONTRACTORS.

Notice is hereby given that sealed pro-posals will be received by the County Composals will be received by the County Commissioners of Clay county, Indiana, until 12 o'clock noon, at the courthouse in the city of Brazil, said county and State, on Wednesday, the 17th day of June, A. D., 1896, for the improvement of certain highways in Harrison township, Clay county, Indiana, to be known respectively as "The Feeder Dam and Clay City Road," a total length of three (3) miles and 3,748 feet; "The Clay City and Harrison Mines Road," a total length of three (3) miles and 2,753 feet; "The Clay City, Middlebury and Brunswick Road," a total length of six (6) miles and 2,360 feet; diebury and Brunswick Road." a total length of six (6) miles and 2,360 feet; "The Clay City and Denmark Road," a total length of three (3) miles and 2,807 feet; and "The Middlebury and Kossuth Road," a total length of two (2) miles and 4,912 feet, by grading and macadamizing and otherwise improving of same in accordance with profiles, plans and specifications now on file in auditor's office in said county.

Parties submitting proposals for performance of said work will be required to accompany same with bond in double the amount of their bid for the faithful performance of their contract, if awarded, according to the plans, specifications and profiles as aforesaid, and for the payment of all material used in the construction of of all material used in the construc said road, and for all labor and board of

laborers employed therson.

Blank bonds can be procured upon application to the county auditor.

The said Board of Commissioners reserve The said Board of Commissioners reserve
the right to reject any and all bids.

In witness whereof, the said Board of
Commissioners aforesaid have hereunto set
their hands and affixed the seal of the Commissioners' Court of said county at the
courthouse, in the city of Brazil, this 19th
day of May, A. D., 1896.

JOHN J. HUFFMAN,
ROBERT H. TORBERT,
EUGENE CORSAW,
(Seal.)

Board of Commissioners.

Board of Commissioners. PHOMAS PHILLIPS, Auditor Clay County CINCINNATI, HAMILTON & INDIANAP-OLIS R. R. CO.

Office of Secretary, May 18, 1896. NOTICE TO STOCKHOLDERS .- The olders of this company are hereby held at the office of the company at Indian-apolis, Ind., on Thursday, June 11, at 1 o'clock p. m., for the election of directors to serve the ensuing year, and for the trans-action of any other business that may come before the meeting. GEO. R. BALCH, Secretary.

Chicago, Indianapolis & Chattanooga Southern Railway Company.

Indianapolis, Ind., April 11, 1896.

A special meeting of the stockholders of the Chicago, Indianapolis & Chattanooga Southern Railway Company will be held at the Denison House, Indianapolis, Ind., on Monday, June 22, 1896, at 1 o'clock p. m., for the purpose of receiving propositions for the building of its line of road and to vote on the subject of an additional issue of stock and bonds sufficient for the payment of the same; also, to transact such other business as may come before such meeting

F. L. PATRICK, President.

B. R. COWEN, Secretary.

Special Pensions.

To the Editor of the Indianapolis Journal: The President deserves the thanks of the voterans of the late war and their friends for his veto of the special pension bill of Helen M. Jacobs and I hope Senator Turwill fail in his effort to pass the bill over the veto. Very few of the special pension bills that pass have any merit whatever, and the President fitly described them when he said they were usually the result of "caprice and favoritism." I have had occasion to follow up a great many of those bills and I find that favoritism is back of two-thirds of them, while the poor veteran without a "pull" must wait his turn and take what he can get, and very often that is very small. ROBERT W. MEDKIRK. Indianapolis, June 2.

A course of Hood's Sarsaparilla this spring may be the means of keeping you well and

OPPOSE THE MEASURE

UNIFORM CLASSIFICATION NOT FA-VORED BY EASTERN SHIPPERS.

Civil Service a Benefit to Roads That Enforce It-Meeting of the Pennsylvania Lines Northwest.

It is stated that Eastern shippers are

aroused to the fact that the bill pending before Congress authorizing the Interstatecommerce Commission to prepare a uniform classification for interstate business would be detrimental to Eastern shippers and of much advantage to the sparsely settled West and South. There are at present what might be termed three important classesone practically including business from Chicago and in some cases the Mississippi river to the Atlantic coast: the Western classification covers from Chicago to the Pacific ocean, and the Southern from the Ohio river south. The first classification is much the lowest, for the reason it covers the most thickly settled part of the country, and it is not surprising that Eastern shippers are beginning to show some opposition to the measure. A shipper who is strongly opposed to Congress authorizing the Interstate-commerce Commission to prepare a uniform classification says: "The demand for this uniform classification comes principally from the West, and, of course, if they are sharp enough to obtain it, the East can blame itself for not making a fight to prevent the same going into effect. The railroad companies undoubtedly would not make any special fight, as in the end it would possibly be to their advantage as a whole, but the matter has been gone into thoroughly by railroad experts for some years past, and they give it up as an almost unsolvable problem. There are so many factors entering into it that it certainly would be a bad move, especially for the business inter-ests of the East. On top of all, it is a question whether the Interstate-commerce Comnission has the legal right practically to say to the railroad companies what they shall charge as carriers. They may have the right to determine as to distance and equalization of different interests, etc., but the question still remains to be settled whether they have the legal right to carry out the provisions of this bill should it become a

Good Results of Civil Service. "From my own observation in thirty years of railroad service," said a freight official, "I have satisfied myself that in no line of business can civil service be more effectual in good results than in railroading. On the Pennsylvania lines if a man proves himself competent from the day he enters the company's service he is in the line of promotion, and if he properly performs the duties assigned him and is faithful to the company's interests, only old age, sickness or death will ploye retires of his own will to enter fields which promise better salaries. This is also true of the New York Central, as the same rules regarding the service of employes are practiced there as those which prevail on the Pennsylvania, and this accounts in a large measure for the success which has iven the companies named such an enviable ecord. On either of the systems named there are to-day more men who have been in the employ of those companies twenty years or more than there are men who have been employed a less number of years. On either the New York Central or the Pennsylvania lines you find men who have been in the service of those companies twenty, thirty, and in numerous cases forty years, and this is the rule rather than the excep-

Pennsylvania's Northwestern Lines. The stockholders of the Pennsylvania Company held their annual meeting in Pittsburg yesterday and elected the following directors: George B. Roberts, Frank Thompson, John P. Green, Henry D. Welch, W. H. Barnes, Amos R. Lyttle, N. P. Shortridge, Charles E. Pugh and Samuel Rea, of Philaleiphia; James McCrea, J. T. Brooks, John E. Davidson and Joseph Wood, of Pittsburg. The board will organize at a later date. The secretary submitted the annual report for 1895, covering what is known as the Northwest system of the Pennsylvania lines west of Pittsburg, showing the total revenue of \$2,220,694.12, out of which will be paid for general expenses, interest on bonds, rentals, etc., \$1,373,659.72, leaving a profit for the year 1896, \$947,634.40, against a loss of the year 1894, of \$687,476.11, being a comparative gain of \$1,334,510.51. The principal railroads in the Northwest system covered by the annual report show the following results: Pittsburg, Fort Wayne & Chicago railway, a profit of \$35,533.86; against a loss in 1894 of \$1,281,653.47, being a gain of \$1,317,187.33; Cleveland & Pittsburg railroad, a profit of \$342,-900.72, against a loss in 1894 of \$55,452.07, a gain of \$396,352.79; Erie & Pittsburg railroad, a profit of \$7,524.43, against a loss in 1894 of \$86,212.12, a gain of \$93,735.55. E. Davidson and Joseph Wood, of Pittsburg. \$86,212.12, a gain of \$93,736.55.

Personal, Local and General Notes. The freight on blocks brought to this city for paving purposes from Seattle ranges from \$320 to \$325 per car.

The United States Express Company established an office at the Union station, Terre Haute, on Monday. On Sunday the Big Four ran three long excursion trains to Louisville off the Cincinnati and the Wabash divisions. Since Monday all passenger trains of the Erie, No. 5 excepted, will stop at Lake Wood, or Chautauqua, until Oct. 15. M. Knight, traffic manager of the Wabash, who has been ill for some time, has recovered his health and is again at work. H. Metzger, of the Big Four, has been moted to be agent at Cincinnati, vice Mr.

In May there were handled on the Big Four lines 510,789 passengers, against 500,135 in May, 1895, an increase this year of 10,654 pas-

Campbell, who goes with the Baltimore &

On the Big Four system there were handled in May 124,632 loaded cars, against 150,-32 in May, 1895, a decrease this year of 26,-

Passenger men report a very handsome in-crease in passenger business from this and other points to Chicago over the corresponding period of last year. The Columbus & Hocking Valley on Saturday last borrowed 100 coaches from connections to carry people to witness the Buckeye Park locomotive collision.

Joseph Frank, general yardmaster of the Vandalia at St. Louis, who was killed last week in the tornado, had been in the service of the Vandalia over thirty years. The Monon has again put on its construc-tion trains to distribute rock ballast on the main line, giving employment to a large number of men. The main line, as well as the Indianapolis division, is rapidly reaching

the highest standard. Edward Cost, general freight agent of the Big Four, was in the city yesterday, and last night went to Chicago. Mr. Cost thinks there will be an early improvement in freight business, basing the belief on the increasing nquiries for empty cars.

A large surveying corps is locating a new railroad line from Peru to Detroit, and it is believed that the Wabash is behind the enterprise, although the company employing the engineering corps is known as the Kendalville, Ashley & Peru Railway Company. James H. Barrett, who has been appointed superintendent of the fifth division of the Southern railway, will have 400 miles of road under his supervision, and also the Atlanta terminal. Mr. Barrett was at one time general superintendent of the Cincippatit Hameral superintendent of the Cincinnati, Ham-

The new sleeping car line between Louis-ville and Detroit, over the Pennsylvania and the Wabash, via Indianapol's and Logans-port, began operations Monday night, and carried seven passengers for Detroit. Last night it had eight for Detroit and northern

The Big Four putting on trains to run between Cincinnati, Toledo and Detroit has resulted in the Cincinnati, Hamilton & Dayton putting on five-hour trains between Cincinnati and Toledo, which makes this one of the fastest and pleasantest runs of any trains crossing Ohio north and south. In May there were transferred over the Belt road 62,760 cars, a decrease as compared with May, 1895, of 5,400 cars. Belt road engines handled at the stock yards last month 5,488 cars of live stock, the largest number handled in May in the seventeen years the yards have been open for busi-

Charles Scull, general passenger agent of the Baltimore & Ohio, fully appreciates the excellent support he now has and is becoming much more aggressive for business. The passenger department of the Baltimore & Ohio has issued a volume entitled "B. & O. Summer Tours," which is full of informa-

to make up a deficit. It is claimed that the service is much more satisfactory to the patrons of the lines.

H. A. Worcester, superintendent of the Lansing division of the Lake Shore, has been transferred to the Detroit division, and Train Dispatcher M. L. Reynolds succeeds Mr. Wor-cester as superintendent of the Lanning division. Sidney Hand, who has been with the Lake Shore since 1860, has been appointed general agent of the company at Detroit. In addition to the twenty locomotives the Richmond locomotive works are to build for the Baltimore & Ohio, General Manager Green has contracted with the Cooke locomotive works for ten high-grade engines of the consolidation type, with 22 by 28 inch cylinders. In the near future forty more will be ordered part being passenger locomotives

be ordered, part being passenger locomotives and part switching engines. At several commercial centers in the West the trunk lines are dismissing agents of the fast freight lines and appointing a man directly connected with the road to look after the duties of the fast freight line agent. The Erie was one of the first of the trunk lines to inaugurate the plan, and it is stated that some of the other trunk lines will take similar action.

other officials of the Big Four, a number of former officials of the road were in attend-ance. William Green, general manager of the Baltimore & Ohio, being of the number. withdrawal from the Transcontinental Pas-senger Association to be effective June 26. The reason given for the withdrawal is that the other roads paid no attention to the demands made by the Soo. It had made a demand for certain differentials and they were to have been considered at the recent meeting of the transcontinental lines in San Francisco. They were not considered for the reason, as given by other transcon-tinental roads, that neither the Soo nor the Canadian Pacific were represented at the

The Wabash and several other Western roads have placed representatives of their respective lines at Eastern commercial centers. The Eastern roads decline to share in the expense of keeping such representatives in the field, but the Eastern lines that have representatives in the West require the Western roads to help pay the expense of such agents, and this is causing a good dead of friction. The Western roads claim that it is unjust that they should help pay men in the East and the Eastern roads refuse to share the expense of maintaining offices and agents at Eastern points.

It takes a large quantity of water daily to supply the passenger and sleeping cars run on the Pennsylvania lines, and in the past it has been drawn from the Indianapolis water works, but owing to its impurity Master Mechanic Swanston has had a locomotive tank thoroughly cleansed and is sending it daily to the deep wells at the stock yards to be filled with water. He has hit upon a committee. The plan submitted reduced the ne attaches a hose to a faucet in the tank, and with an air pump used in the shops forces the water through the hose, filling the numerous tanks much faster than they could be filled with buckets, and at one-tenth the

George T. Jarvis, receiver and general manager of the Louisville, Evansville & St. Louis consolidated lines, has issued a circular anouncing that the offices of general superintendent, general road master and master car builder will be abolished. The following appointments and changes are announced: J. R. Sample, superintendent, in charge of the transportation department, with office at Princeton; T. A. Allen, chief engineer, assumes charge of the maintenance of way department, in addition to his present du-ties, with office at Evansville; J. F. Sechler, master mechanic, assumes charge of the car department, in addition to his present duties with office at Princeton; C. W. McGuire auditor, is appointed car accountant, vice J. C. Diering, resigned, with office at Evansville; A. R. Candy is appointed store keeper, vice F. S. Way, resigned, with office at

THE COMMERCIAL WHEEL COMPANY Directors Will Meet Here To-Day-Not Reorganized on Trust Plan.

The directors of the Commercial Wheel Company will meet in this city this after-Three of them, Messrs. Crawford Fairbanks and M. R. Williams, of Terre Haute, and S. S. Wheeler, of Lima, O., were at the Grand Hotel last evening talking over the situation. Each declared that he was here on other business and was very reticent about the affairs of the company. The company is not a reorganization of the Indiana car and foundry works, which is now in operation at Brazil, and is in no wise interested in the suits brought against the wheel company, mentioned in yesterday's Journal. The company is not organized on the trust plan, as was the defunct American Wheel Company, but acts as selling agent for a large combination of manufacturers of carriage and wagon wheels.

Mr. Wheeler said last night, in conversa-

tion, that he believed the suits brought on the notes given the Flickinger Wheel Company, of Gallon, to be simply an individual contest and not the beginning of a general assault upon the combination, as had been "You understand," said he, "that the com-

pany is perfectly solvent and has never de-faulted on a dollar. These notes are contested simply because the Flickinger Company did not carry out its contract and thereby forfeited all claims against the company." Mr. Wheeler did not state wherein the Flickinger people had violated their con-tract, but their offense is said to have consisted in selling part of their product through other agents or direct to consumers.

TO CARRY IT TO LEGISLATURE

Local Council Expects to Get Equal Suffrage on School Board.

The June meeting of the Local Council of Women was held yesterday afternoon, with Mrs. Emil Wulschner in the chair. The subject before the meeting was "Equal Suf- | Number of charters surrendered frage on the School Board," and a resolution to take action toward bringing the matter before the next Legislature was adopted. A letter has been received by the president of the Local Council from the secretary of the Commercial Club agreeing to meet a committee of the council and to act on sug-gestions for the Legislature, the meeting to be held this month. In following out this plan a new committee, to be known as the conference committee, was elected, not only for this occasion but for all future needs for such a committee. The members are Mrs. Wulschner, Mrs. J. L. Ketcham, Miss Margaret Hamilton and Mrs. William L.

The Sanitary Association's resignation of its membership in the Leoal Council was acng of Miss Harriet Noble and Mrs. J. A. cleman, reported that the choice of literary features for next year had been made and that the programme would soon be ready for distribution. A class in civics will be or-ganized this month, with Miss Harriet Noble

COULD NOT STOP HER WHEEL. Miss Handey Injured in a Collision on North Illinois Street.

Miss Handey, of 231 East South street, was severely injured last evening about 7:30 o'clock on North Illinois street. She was going north on her bicycle and was a short distance behind a man going in the same direction. She was next to the curb on the cast side of the street, while the man ahead was a little further out in the street. At the alley north of New York street the man suddenly turned to the right to pass into the alley. Miss Handey was so close to him that she could not stop or turn sufficiently to avoid him. Her wheel struck his and she fell to the pavement, striking on her head. She was taken into the boarding house at the corner of the alley, No. 169, and there Dr. Becker attended her. He found that she had a bad cut on the scalp and was considerably bruised, but that the injuries were not at all of a serious nature. She was taken to her home in a carriage. The name of the man whose wheel she struck was not learned. He stopped and assisted in caring for Miss Handey, but when he could be of no further service he left and no one asked his name. Those who saw the accident say it was one of those unfortunate occurrences in which no one was to blame.

WALKER NOT A CANDIDATE. Will Not Be an Applicant for Commis-

sioner of Pensions.

Commander-in-chief I. N. Walker, of the G. A. R., was filled with wrath yesterday when he found in an afternoon paper a spesummer Fours, which is full of information and finely illustrated.

It is now six months since the Pennsylvania Company began to operate its own dining cars, and it is stated officially that they are now on a paying basis. When the Pullman company operated them the Pennsylvania Company was frequently called upon cial dispatch from Washington, stating that

NEW OFFICERS OF KNIGHTS OF PYTHIAS FOR INDIANA ELECTED.

Castle Hall Project Made the Special Order for This Morning-Finances of the Grand Lodge.

The Indiana Grand Lodge, Knights of fare of the order. Supreme Chancellor Wal- frame a pharmacy law that will meet the

the Baltimore & Ohio, being of the number. The chief point of interest in before it three different drafts of bills, and the solution of the most desiration of the form the Transcentinental Pass.

advance on the purchase price. The real estate is not all paid for, there being a balance of \$7,500 for purchase money remaining unpaid. Shall the association sell the real estate and wind up the affairs of this association, or will you give additional substantial encouragement?

Herbert Beck Had encouragement? "At your last convention you instructed

to insist upon a reorganization of the Cas-tle Hall directory, so as to give a more equitable distribution of directors proportionate to the stock held. "I am able to report to you that Dec. 19, 1895, a report and plan of action was pre-sented to the special Grand Lodge committee the lodges of the capital city who are stockholders. This proposed change was finally approved by the full committee on Jan. 15, 1896. The Castle Hall Association has acceded to the wish and request of this Grand Lodge by filing amended articles of associaion embodying their demands. "Shall we continue to use borrowed or rented halls for our annual sessions, or wil you be enthusiastic enough to exhibit Pythian courage and build our own castle

your directors in the Castle Hall Association

"I recommend that this Grand Lodge sub-scribe for additional stock in the Castle Hall Association to the amount of \$2,500, and I urther recommend that all funds in the hands of the grand master of exchequer not otherwise appropriated be placed in the hands of the Grand Lodge trustees, and that they be authorized and directed to purchase for this Grand Lodge at par value all Castle Hall stock presented, and that they be fur-ther empowered to contract for, in the name of this Grand Lodge, any or all stock pre-sented to them at par value."

OTHER RECOMMENDATIONS. This recommendation was not discussed vesterday, but was made the special order for this morning. The other recommendations of the report were accepted. Among them were the following:

"Pursuant to an order of the last con-vention of this grand body, the grand chan-cellor and grand keeper of records and seal divided this domain into fourteen Pythian districts. Experience during the year causes me to recommend that the domain be again redistricted, and that the number be in-creased from fourteen to twenty districts. "On July 12, 1869, Indiana first began making Pythian history. No authoritative effort has been made, so far as I can learn, to perpetuate the early history of the order or ts pioneer members. I herefore recommend hat a committee of three or five members be authorized and directed to gather together the facts, incidents and happenings names, dates and places that can be ob tained, connected with the early history of the organization of the order in this domain and present the same to a coming conven tion of this Grand Lodge, to the end that the history of the order and its builders be "I would recommend that this Grand

Lodge by resolution require the grand in-structor to visit all lodges in this domain who are delinquent in their reports more than thirty days, and that he make official report in detail of the condition of the lodges so visited to the grand chancellor. "Many annoying complaints have reached me concerning the use of the castle halls of the order by certain organizations known as the 'Order of Caliphs, Orient, and k n-dred affairs.' I have used my influence whenever sought against the encouragement of these so-called 'orders,' considering them detrimental. I would recommend that

this grand body, by resolution, give their emphatic disapproval in unmistakable language of these side affairs." The chancellor reported a large number of rulings upon points of law and was sustained in all except one or two minor points. The grand keeper of records and seal sub-mitted a voluminous report. It showed the growth of the order during the year thus:

Number of active lodges June 4, 1895.... Number organized during the year to June 2, 1896 Present active lodges, June 2, 1896.....36,217 The report showed the following assets of the Grand Lodge:

Cash in hands of grand master of exchequer \$7,983.92 Certificates of stock in Castle Hall' Association 20,000. pplies (selling price)...... 1,113.25 ertificate of Ed Hawkins, receiver 1,130.61 Grand Lodge charter, portraits, jour nals (estimated) Grand Lodge rituals, jewels, seal cost Furniture and fixtures of office, safe

Balance due from subordinate lodges 598.69 Total assets\$31,771.47 Less liabilities due subordinate lorges Less liabilities due subordinate lodges and others 411.62

THE NEW OFFICERS. The whole afternoon was spent in the lection of officers, which resulted as fol-

Grand Chancellor-Otto Kolb, of Boonville Grand Vice Chancellor-Union B. Chester, Grand Prelate-John McCardle, of New Grand Master-at-arms-J. E. McDonald, of Alexandria. Grand Inner Guard-John H. Franks, o Grand Outer Guard-Charles A. Bookwalter,

Grand Keeper of Records and Seal-Frank Bowers, of New Castle. Grand Master of Exchequer-W. E. Moris, of Frankfort. Grand Trustee-C. L. Bartol, Warsaw.

Rathbone Sisters' New Chief. There was a buzz and flutter of femininity about the Hall of Representatives in the Statehouse yesterday afternoon, where the Rathbone Sisters were holding their annual session. There were 133 members present from the 136 lodges in the State. Most of the session was occupied with the reports of officers. It was shown that nineteen new lodges had been organized during the year, and the treasury showed a cash balance of \$1,903.38. The sisters proceeded no further in the election of officers than the selection of grand chief, for which honor Mrs. Molly Fechheimer, of Terre Haute, was chosen. Last evening the Sir Knights and Rathbone Sisters joined in a reception in the parlors of the Denison. It was well at-tended and proved a very enjoyable social

Twenty Millers Make a Meeting. About twenty millers, grinders of corn and hominy, met at the Bates House Yesterday and were in session nearly all day. They were called together for the purpose of forming a national association, but declared that they had accomplished nothing along that they had accomplished nothing along that line. A written agreement was entred into, however, the nature of which they kept to

A Woodruff-Place Fete. The Woodruff Place section of the Free Kindergarten will give a lawn fete at Woodruff Friday night, with extensive illuminaons of the grounds and a concert by the

When Band. Coffee and sandwiches will be served from 6 to 8 in the evening, besides other refreshments. The dancing in the afternoon, will be for children and that in the evening for grown-up folks. Thirteen cycle firms have furnished racks for the checking of wheels. Woodruff Place may be reached from the heart of the city over paved streets, either by way of Arsenal or Clifford avenues.

PHYSICIANS' SUPPLY HOUSES.

The Druggists Will Score These at Their Annual Meeting To-Day.

The Indiana Pharmaceutical Association Pythias, never held a more successful meet- | will begin its annual convention in the Hall ing than that which began yesterday morn- of Representatives, at the Statehouse, this ing, with nearly seven hundred members | morning. About four hundred members are present. At the election yesterday after- expected to be present. The legislative noon 660 yotes were cast, and the most en- committee held a preliminary session at the thusiastic interest was displayed in the wel- Bates House last evening, endeavoring to ter B. Ritchie, of Lima, O., and Supreme approval of the association and one that The banquet given on Monday night by Vice President Osborn, of the Big Four, was to commemorate his twenty-fifth year of service in an official capacity on the Big Four lines. Besides President Ingalls and The rest of the morning was given over however, that the people have come to rec-The rest of the morning was given over however, that the people have come to recto the reports of officers. Supreme Chanognize the necessity of some such legislation, and that next winter there will be a

of the Castle Hall project. In referring to ble features of each.

Dr. T. J. Moffett, of Edinburg, the retiring president, will, in his annual address this "The Order of Knights of Pythias in this grand domain are able to own a castle hall of their own. The subject has been presented to you, my brethren, at every meeting of this Grand Lodge for the past six years. This convention should have the courage to say whether it is the purpose to build a castle hall or not. Enthusiastic knights and lodges of the capital city have labored zealously and untiringly for this cherished object. We have \$20,000 of our own funds invested in this enterprise. The investment is not a bad one, the property owned by the Castle Hall Association being worth more than was originally paid for it, and can be sold for a handsome paid for it, and can be sold for a handsome of druggists in Indiana who are not mem-

AN OLD GERMAN RESIDENT DEAD.

Herbert Beck Had Lived on Greer Street for Over Thirty Years.

Herbert Beck, an old German who has esided in this city for the best part of the last half century, was found dead in his bed at 80 Greer street yesterday morning. Mr. Beck resided with his son, P. Beck. Alman who is many years his junior. Monday working board of nine members, three of he seemed in the best of health and met a whom represented this Grand Lodge and six number of old friends when he took a stroll about the neighborhood. He retired at the usual hour Monday night and nothing more was heard of him. As he did not rise at the usual time yesterday morning his son be-came alarmed and went to the room and found his father deau.

For more than thirty years Mr. Beck lived on Greer street and was widely known in the southeastern section of the city. H was born in Germany and served in th regular army of that country for twenty years. Coroner Castor was inclined to be-lieve that death was due to fatty degeneration of the heart, but as there was nothing to show the real cause of death a post-mortem examination was ordered.

HARLEQUIN CABBAGE BUG

Doing Great Damage in the Southern Indiana Counties.

Professor Blatchley, State Geologist, yesterday received a bottle of bugs from Perry county with the complaint that the pestiferous insects are ravaging the cabbages along the river counties and are doing thousands of dollars' worth of damage. The bugs are what are known as the "Harlequin" cabbage bugs and were brought across the Ohio river in a shipment of cabbage from the South in 1892. They have spread all along the river counties and are gradually working northward. The bug has the same orange-and-black-spotte, beetle shell as the common potato bug, but has a triangular shape. The only known method of extermination is spraying the plants with paris green, as potato plants are sprayed, but this naturally ruins the cabbage. The only way to avoid this is to start mustard or some other useless plant akin to the cabbage early in the spring, and then spray that as soon as it gets full of bugs.

Death of W. S. Ramey.

Mr. W. S. Ramey, a commercial traveler in the employ of the Krag-Reynolds Company, wholesale grocers, died at his residence, No. 555 North Illinois street, yesterday. The funeral will take place to-mor-



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